LISTING OF CLAIMS:

1-13 (Canceled).

14(Previously Amended). A method of controlling a braking system of a road-going automobile, comprising:

providing the vehicle with front and back brakes in which the front brakes include a pair of rotatable wheel hubs, at least two spot-type brake discs mounted on each of the wheel hubs and supported for rotation with the wheel hubs and for axial sliding movement on the wheel hubs and each brake disc presenting opposite circumferentially continuous annular braking surfaces, at least three spot-type friction elements mounted on a stationary brake caliper associated with each wheel hub and interleaved with the associated brake discs and being circumferentially discontinuous so as to overly only an angular sector of the annular braking surfaces of the brake discs, and with at least two of the friction elements being axially slidable on its respective brake caliper for engaging and disengaging the braking surfaces of the brake discs;

providing a rotating electric actuator having a stator and a rotor with the electric actuator operative to move the friction elements into braking engagement with the brake discs; and

controlling the attitude and movement of the brake discs with respect to the wheel hub and controlling the attitude and movement of the friction elements with respect to the caliper to maintain the brake discs and friction elements in parallel alignment during sliding movement into and out of braking engagement with one another.

15(Withdrawn). A braking system of claim 16 wherein said rear brakes include a pair of rear wheel hubs and a single rear brake disc mounted on each of the rear wheel hubs and supported for rotation with the rear wheel hubs and for axial sliding movement on the rear wheel hubs and each rear brake disc presenting opposite circumferentially continuous annular rear braking surfaces at two spot-type rear friction elements mounted on a stationary rear brake caliper associated with each rear wheel hub and straddling the associated rear brake discs and being circumferentially discontinuous so as to overly only an angular sector of the annular rear braking surfaces of the rear brake discs, and with at least one of the rear friction elements being axially slidable on its respective rear brake caliper for engaging and disengaging the braking surfaces of the rear brake discs.

16(Withdrawn). A braking system for a road-going automobile having a set of front wheels to be braked and a set of rear wheels to be braked, said braking system comprising:

a pair of front brake discs associated with each front wheel mounted on a front wheel hub of each front wheel for rotation therewith and for sliding movement along the associated front wheel hub;

at least three front friction elements associated with each front disc brake mounted by a respective stationary front brake caliper in interleaved relation to the front brake discs;

only a single rear brake disc associated with each rear wheel mounted on a rear wheel hub of each rear wheel for rotation therewith and for sliding movement along the associated rear wheel hub;

at least two friction elements associated with each rear disc brake mounted by a respective stationary rear brake caliper in straddling relation to said rear brake discs; and

an actuator device operative to selectively move said friction elements and said disc brakes into and out of braking engagement with one another.

17(Previously Presented). A method according to claim 14 wherein the rotating electric actuator includes a spindle and further including the step of actuating the spindle to move the friction elements into braking engagement with the brake discs.

18(Previously Presented). A method according to claim 17 wherein the spindle is threadedly engaged with the rotor and wherein the step of actuating the spindle is further defined as operating the electric actuator to rotate the rotor for moving the spindle axially relative to a rotational axis of the rotor.

19(Previously Presented). A method according to claim 17 wherein the rotating electric actuator is further defined as a servo motor and further including the step of operating the servo motor to rotate the rotor and move the spindle axially relative to a rotational axis the rotor.

20(Currently Amended). A method according to claim 17 further providing a hydraulic mechanism fluidly coupled to the electric actuator and wherein the step of actuating the spindle is further defined as operating the hydraulic mechanism to supply hydraulic fluid under pressure to the electric actuator ~~for moving the spindle axially relative to a rotational axis of the electric actuator without operating the electric actuator~~.